

## Inspection Report with SI&A Data

**Structure Description:** 490.23 Foot - 5 Span Steel continuous Stringer/Multi-beam or Girder  
**2 District:** 05    **3 County:** Jefferson    **16 Latitude:** 38°11'23.00"    **7 Longitude:** 85°44'26.00"  
**7 Facility Carried:** STANDIFORD FIELD    **Milepoint:** 0.300  
**6A Feature Intersected:** I-264 E/W, RAMPS F4, CD2  
**9 Location:** JCT FREEDOM WAY AND I264

NBI	X
Element	X
Fracture Critical	
Underwater	
Special	

Structure Description: 490.23 Foot - 5 Span Steel continuous Stringer/Multi-beam or Girder

NBI CONDITION RATINGS			
<b>58 Deck:</b>	7	<b>61 Channel:</b>	N
<b>59 Superstructure:</b>	6	<b>62 Culvert:</b>	N
<b>60 Substructure:</b>	7	<b>Sufficiency Rating:</b>	99.1

GEOMETRIC DATA		
<b>48 Max Length Span:</b>		129.370 ft
<b>49 Structure Length:</b>		490.229 ft
<b>32 Approach Roadway:</b>		-3.281 ft
<b>33 Median:</b>		(0) No Median
<b>34 Skew:</b>		45°
<b>35 Flare:</b>		No Flare
<b>50A Curb/Sidewalk Width L:</b>		0.000 ft
<b>50B Curb/Sidewalk Width R:</b>		0.000 ft
<b>47 Horiz. Clearance:</b>		55.774 ft
<b>51 Width Curb to Curb:</b>		-3.281 ft
<b>52 Width Out to Out:</b>		59.292 ft
<b>48 Max Length Span:</b>		129.370 ft

DESIGN	
<b>Substandard:</b>	No
<b>Fracture Critical:</b>	Not Coded
<b>43A Main Span Material:</b>	(4) Steel Continuous
<b>43B Main Span Design:</b>	(02) Stringer / Girder
<b>45 Number of Spans Main:</b>	5
<b>44A Approach Span Material:</b>	Not Applicable
<b>44B Approach Span Design:</b>	Not Applicable
<b>46 Number of Approach Spans:</b>	0
<b>107 Deck Type:</b>	(1) Concrete-Cast-in-Place
<b>108A Wearing Surface:</b>	(5) Epoxy Overlay
<b>108B Membrane:</b>	(0) None
<b>108C Deck Protection:</b>	(1) Epoxy Coated Reinforcing
<b>Overlay Y/N:</b>	Yes
<b>Overlay Type:</b>	Epoxy
<b>Overlay Thickness:</b>	0.400 in
<b>Overlay Date:</b>	2010

ADMINISTRATIVE		
<b>27 Year Built:</b>		1988
<b>106 Year Reconstructed:</b>		0
<b>42A Type of Service On:</b>		(1) Highway
<b>42B Type of Service Under:</b>		(1) Highway
<b>37 Historical Significance:</b>		(5) Not Eligible
<b>21 Custodian:</b>		(01) State Hwy Agency
<b>22 Owner:</b>		(01) State Hwy Agency
<b>101 Parallel Structure:</b>		(N) No II Structure Exists
<b>52 Width Out to Out:</b>		59.292 ft

APPRAISAL	
<b>36A Bridge Railings:</b>	(1) Meets Standards
<b>36B Transitions:</b>	(1) Meets Standards
<b>36C Approach Guardrail:</b>	(1) Meets Standards
<b>36D Approach Guardrail Ends:</b>	(1) Meets Standards
<b>71 Waterway Adequacy:</b>	(N) Not Applicable
<b>72 Approach Alignment:</b>	(8) Equal Desirable Crit
<b>113 Scour Critical:</b>	(N) Not over Waterway
<b>Recommended Scour Critical:</b>	(N) Not over Waterway

CLEARANCES		
<b>10 Vert. Clearance:</b>		20.997 ft
<b>53 Min. Vert. Clearance Over:</b>		99.999 ft
<b>54A Vert. Under Reference:</b>		(H) Hwy beneath struct.
<b>54B Min. Vert. Underclearance:</b>		16.749 ft
<b>55A Lateral Under Reference:</b>		(H) Hwy beneath struct.
<b>55B Min. Lat. Underclearance R:</b>		12.000 ft
<b>56 Min. Lat. Underclearance L:</b>		11.500 ft
<b>10 Vert. Clearance:</b>		99.999 ft

LOAD RATINGS	
<b>63 Operating Type:</b>	(1) Load Factor (LF)
<b>64 Operating Rating:</b>	60.0 tons
<b>65 Inventory Type:</b>	(1) Load Factor (LF)
<b>66 Inventory Rating:</b>	36.0 tons
<b>Truck Capacity Type I:</b>	tons
<b>Truck Capacity Type II:</b>	tons
<b>Truck Capacity Type III:</b>	tons
<b>Truck Capacity Type IV:</b>	tons

POSTINGS	
<b>41 Posting Status:</b>	(A) Open, No Restriction
<b>Signs Posted Cardinal:</b>	No
<b>Signs Posted Non-Cardinal:</b>	No
<b>Field Postings Gross:</b>	tons
<b>Field Postings Type I:</b>	tons
<b>Field Postings Type II:</b>	tons
<b>Field Postings Type III:</b>	tons
<b>Field Postings Type IV:</b>	tons

## Inspection Report with SI&A Data

12: Re Concrete Deck									
Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
SQ.FT	29,067	23,253	80%	5,814	20%	0	0%	0	0%
<p>Deck has 3/8" epoxy-urethane waterproofing overlay that was placed prior to 2012 inspection. Underside of the deck has longitudinal and transverse cracks with efflorescence (20% CS 2).</p>									

510: Wearing Surfaces									
Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
SQ.FT	27,453	27,453	100%	0	0%	0	0%	0	0%

107: Steel Opn Girder/Beam									
Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
FT	3,432	2,230	65%	1,030	30%	172	5%	0	0%
<p>Paint system is chalking. There are areas in varying levels of failure, ranging from freckled to moderate rust (worst rust at A1).</p>									

515: Steel Protective Coating									
Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
FT	1,046.07	0	0%	1,046.07	100%	0	0%	0	0%

205: Re Conc Column									
Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
EACH	20	20	100%	0	0%	0	0%	0	0%
<p>Masonry coating is beginning to fail.</p>									

## Inspection Report with SI&A Data

### 215: Re Conc Abutment

Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
FT	198	179	90%	19	10%	0	0%	0	0%

Abutments have minor cracking. The south abutment breastwall has some scaling toward the west side.

### 234: Re Conc Pier Cap

Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
FT	317	317	100%	0	0%	0	0%	0	0%

NDN

### 300: Strip Seal Exp Joint

Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
FT	190	127	67%	63	33%	0	0%	0	0%

The assembly joints were replaced by strip seals prior to the 2012 inspection. Joints are partially filled with gravel from the epoxy overlay.

### 311: Moveable Bearing

Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
EACH	28	0	0%	27	96%	1	4%	0	0%

Paint system is starting to fail with the exterior bearing (A6, G1) being the worst. Moveable bearings are at A1, P2, P5, and A6.

### 515: Steel Protective Coating

Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
EACH	2.6	0	0%	2.51	96%	0.09	4%	0	0%

## Inspection Report with SI&A Data

### 313: Fixed Bearing

Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
EACH	14	0	0%	14	100%	0	0%	0	0%

Paint system is starting to fail with the exterior bearings being the worst.

### 515: Steel Protective Coating

Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
EACH	1.3	0	0%	1.3	100%	0	0%	0	0%

### 331: Re Conc Bridge Railing

Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
FT	980	741	76%	239	24%	0	0%	0	0%

Minor cracking throughout the barrier wall.

#### STRUCTURE NOTES

-Freedom Way runs from south to north, Airport to the south and Phillips Lane to the north. NW and NKHL 10/17/12  
 -2010 (CID 101046) project included: 1.) full depth patches, 2.) new 3/8" epoxy-urethane waterproofing overlay, and 3.) replacement of assembly joints over the abutments with strip seals. NW and NKHL 10/17/12

#### INSPECTION NOTES

Inspection by Royce Meredith (QTL), Terry King, and Taylor Hancock - 11/13/2014.

This inspection was performed on 11/13/2014 requiring the use of the new bridge elements (NBE's, BME's and ADE's). Due to the delayed implementation of BrM, findings were first recorded on paper, and are now being transferred into the system. TH 11/17/2014

#### WORK

Action: -

### Inspection Report with SI&A Data

Structure Description: 490.23 Foot - 5 Span Steel continuous Stringer/Multi-beam or Girder

2 District: 05      3 County: Jefferson      16 Latitude: 38°11'23.00"      7 Longitude: 85°44'26.00"

7 Facility Carried STANDIFORD FIELD

Milepoint: 0.300

6A Feature Intersected: I-264 E/W, RAMPS F4, CD2

9 Location: JCT FREEDOM WAY AND I264

NBI	X
Element	X
Fracture Critical	
Underwater	
Special	

Structure Description: 490.23 Foot - 5 Span Steel continuous Stringer/Multi-beam or Girder

NBI CONDITION RATINGS			
58 Deck:	7	61 Channel:	N
59 Superstructure:	7	62 Culvert:	N
60 Substructure:	7	Sufficiency Rating:	99.1

GEOMETRIC DATA		
48 Max Length Span:		129.370 ft
49 Structure Length:		490.229 ft
32 Approach Roadway:		-3.281 ft
33 Median:		(0) No Median
34 Skew:		45°
35 Flare:		No Flare
50A Curb/Sidewalk Width L:		0.000 ft
50B Curb/Sidewalk Width R:		0.000 ft
47 Horiz. Clearance:		55.774 ft
51 Width Curb to Curb:		-3.281 ft
52 Width Out to Out:		59.292 ft
48 Max Length Span:		129.370 ft

DESIGN	
Substandard:	No
Fracture Critical:	Not Coded
43A Main Span Material:	(4) Steel Continuous
43B Main Span Design:	(02) Stringer / Girder
45 Number of Spans Main:	5
44A Approach Span Material:	Not Applicable
44B Approach Span Design:	Not Applicable
46 Number of Approach Spans:	0
107 Deck Type:	(1) Concrete-Cast-in-Place
108A Wearing Surface:	(5) Epoxy Overlay
108B Membrane:	(0) None
108C Deck Protection:	(1) Epoxy Coated Reinforcing
Overlay Y/N:	Yes
Overlay Type:	Other
Overlay Thickness:	0.400 in
Overlay Date:	

ADMINISTRATIVE		
27 Year Built:		1988
106 Year Reconstructed:		0
42A Type of Service On:		(1) Highway
42B Type of Service Under:		(1) Highway
37 Historical Significance:		(5) Not Eligible
21 Custodian:		(01) State Hwy Agency
22 Owner:		(01) State Hwy Agency
101 Parallel Structure:		(N) No II Structure Exists
52 Width Out to Out:		59.292 ft

APPRAISAL	
36A Bridge Railings:	(1) Meets Standards
36B Transitions	(1) Meets Standards
36C Approach Guardrail:	(1) Meets Standards
36D Approach Guardrail Ends:	(1) Meets Standards
71 Waterway Adequacy:	(N) Not Applicable
72 Approach Alignment:	(8) Equal Desirable Crit
113 Scour Critical:	(N) Not over Waterway
Recommended Scour Critical:	(N) Not over Waterway

CLEARANCES		
10 Vert. Clearance:		20.997 ft
53 Min. Vert. Clearance Over:		99.999 ft
54A Vert. Under Reference:		(H) Hwy beneath struct.
54B Min. Vert. Underclearance:		16.749 ft
55A Lateral Under Reference:		(H) Hwy beneath struct.
55B Min. Lat. Underclearance R:		12.000 ft
56 Min. Lat. Underclearance L:		11.500 ft
10 Vert. Clearance:		99.999 ft

LOAD RATINGS	
63 Operating Type:	(1) Load Factor (LF)
64 Operating Rating:	60.0 tons
65 Inventory Type:	(1) Load Factor (LF)
66 Inventory Rating:	36.0 tons
Truck Capacity Type I:	tons
Truck Capacity Type II:	tons
Truck Capacity Type III:	tons
Truck Capacity Type IV:	tons

POSTINGS	
41 Posting Status:	(A) Open, No Restriction
Signs Posted Cardinal:	No
Signs Posted Non-Cardinal:	No
Field Postings Gross:	-1 tons
Field Postings Type I:	-1 tons
Field Postings Type II:	-1 tons
Field Postings Type III:	-1 tons
Field Postings Type IV:	-1 tons

### Inspection Report with SI&A Data

**12: Re Concrete Deck**

Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
SQ.FT	29,066.66	27,322.66	94%	1,744	6%	0	0%	0	0%

Deck has 3/8 in. epoxy-urethane waterproofing overlay placed prior to 2012 inspection.

**510: Wearing Surfaces**

Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
SQ.FT	27,458.21	25,810.71	94%	1,647.49	6%	0	0%	0	0%

**7358: DO NOT USE Concrete Cracking**

Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
SQ.FT	1,647.18	0	0%	1,647.18	100%	0	0%	0	0%

Deck has 3/8 in. epoxy-urethane waterproofing overlay placed prior to 2012 inspection.

**7359: DO NOT USE Concrete Efflorescenc**

Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
SQ.FT	10.76	10.76	100%	0	0%	0	0%	0	0%

Deck has 3/8 in. epoxy-urethane waterproofing overlay placed prior to 2012 inspection.

**107: Steel Opn Girder/Beam**

Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
FT	3,432	0	0%	3,432	100%	0	0%	0	0%

Paint system is starting to fail, varying from areas of freckled rust to heavy rust.

## Inspection Report with SI&A Data

515: Steel Protective Coating									
Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
FT	0.3	0.3	100%	0	0%	0	0%	0	0%

205: Re Conc Column									
Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
EACH	20	20	100%	0	0%	0	0%	0	0%
Masonry coating is beginning to fail.									

215: Re Conc Abutment									
Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
FT	204	185	91%	19	9%	0	0%	0	0%
Abutments have minor cracking. The south abutment breastwall has some scaling toward the west side.									

234: Re Conc Pier Cap									
Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
FT	317	317	100%	0	0%	0	0%	0	0%
NDN									

### Inspection Report with SI&A Data

**300: Strip Seal Exp Joint**

Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
FT	190	127	67%	63	33%	0	0%	0	0%

The assembly joints were replaced by strip seals prior to the 2012 inspection. Joints are partially filled with gravel from the epoxy overlay.

**311: Moveable Bearing**

Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
EACH	28	0	0%	28	100%	0	0%	0	0%

Paint system is starting to fail with the exterior bearing being the worst.

**515: Steel Protective Coating**

Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
EACH	0.09	0.09	100%	0	0%	0	0%	0	0%

**313: Fixed Bearing**

Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
EACH	14	0	0%	14	100%	0	0%	0	0%

Paint system is starting to fail with the exterior bearing being the worst.

**515: Steel Protective Coating**

Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
EACH	0.09	0.09	100%	0	0%	0	0%	0	0%

## Inspection Report with SI&A Data

**331: Re Conc Bridge Railing**

Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
FT	980	735	75%	245	25%	0	0%	0	0%

Minor cracking throughout the barrier wall.

**STRUCTURE NOTES**

-Freedom Way runs from south to north, Airport to the south and Phillips Lane to the north. NW and NKHL 10/17/12  
 -2010 (CID 101046) project included: 1.) full depth patches, 2.) new 3/8" epoxy-urethane waterproofing overlay, and 3.) replacement of assembly joints over the abutments with strip seals. NW and NKHL 10/17/12

**INSPECTION NOTES**

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**WORK**

**Action:** -

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**Structure Description:** 490.23 Foot - 5 Span Steel continuous Stringer/Multi-beam or Girder

**2 District:** 05      **3 County:** Jefferson      **16 Latitude:** 38°11'23.00"      **7 Longitude:** 85°44'26.00"

**7 Facility Carried:** STANDIFORD FIELD

**Milepoint:** 0.300

**6A Feature Intersected:** I-264 E/W, RAMPS F4, CD2

**9 Location:** JCT FREEDOM WAY AND I264

NBI	X
Element	X
Fracture Critical	
Underwater	
Special	

**Structure Description:** 490.23 Foot - 5 Span Steel continuous Stringer/Multi-beam or Girder

NBI CONDITION RATINGS			
<b>58 Deck:</b>	7	<b>61 Channel:</b>	N
<b>59 Superstructure:</b>	7	<b>62 Culvert:</b>	N
<b>60 Substructure:</b>	7	<b>Sufficiency Rating:</b>	99.1

GEOMETRIC DATA		
<b>48 Max Length Span:</b>		129.370 ft
<b>49 Structure Length:</b>		490.229 ft
<b>32 Approach Roadway:</b>		-3.281 ft
<b>33 Median:</b>		(0) No Median
<b>34 Skew:</b>		45°
<b>35 Flare:</b>		No Flare
<b>50A Curb/Sidewalk Width L:</b>		0.000 ft
<b>50B Curb/Sidewalk Width R:</b>		0.000 ft
<b>47 Horiz. Clearance:</b>		55.774 ft
<b>51 Width Curb to Curb:</b>		-3.281 ft
<b>52 Width Out to Out:</b>		59.292 ft
<b>48 Max Length Span:</b>		129.370 ft

DESIGN	
<b>Substandard:</b>	No
<b>Fracture Critical:</b>	Not Coded
<b>43A Main Span Material:</b>	(4) Steel Continuous
<b>43B Main Span Design:</b>	(02) Stringer / Girder
<b>45 Number of Spans Main:</b>	5
<b>44A Approach Span Material:</b>	Not Applicable
<b>44B Approach Span Design:</b>	Not Applicable
<b>46 Number of Approach Spans:</b>	0
<b>107 Deck Type:</b>	(1) Concrete-Cast-in-Place
<b>108A Wearing Surface:</b>	(5) Epoxy Overlay
<b>108B Membrane:</b>	(0) None
<b>108C Deck Protection:</b>	(1) Epoxy Coated Reinforcing
<b>Overlay Y/N:</b>	No
<b>Overlay Type:</b>	None
<b>Overlay Thickness:</b>	-1.000 in
<b>Overlay Date:</b>	

ADMINISTRATIVE		
<b>27 Year Built:</b>		1988
<b>106 Year Reconstructed:</b>		0
<b>42A Type of Service On:</b>		(1) Highway
<b>42B Type of Service Under:</b>		(1) Highway
<b>37 Historical Significance:</b>		(5) Not Eligible
<b>21 Custodian:</b>		(01) State Hwy Agency
<b>22 Owner:</b>		(01) State Hwy Agency
<b>101 Parallel Structure:</b>		(N) No II Structure Exists
<b>52 Width Out to Out:</b>		59.292 ft

APPRAISAL	
<b>36A Bridge Railings:</b>	(1) Meets Standards
<b>36B Transitions:</b>	(1) Meets Standards
<b>36C Approach Guardrail:</b>	(1) Meets Standards
<b>36D Approach Guardrail Ends:</b>	(1) Meets Standards
<b>71 Waterway Adequacy:</b>	(N) Not Applicable
<b>72 Approach Alignment:</b>	(8) Equal Desirable Crit
<b>113 Scour Critical:</b>	(N) Not over Waterway
<b>Recommended Scour Critical:</b>	(N) Not over Waterway

CLEARANCES		
<b>10 Vert. Clearance:</b>		20.997 ft
<b>53 Min. Vert. Clearance Over:</b>		99.999 ft
<b>54A Vert. Under Reference:</b>		(H) Hwy beneath struct.
<b>54B Min. Vert. Underclearance:</b>		16.749 ft
<b>55A Lateral Under Reference:</b>		(H) Hwy beneath struct.
<b>55B Min. Lat. Underclearance R:</b>		12.000 ft
<b>56 Min. Lat. Underclearance L:</b>		11.500 ft
<b>10 Vert. Clearance:</b>		99.999 ft

LOAD RATINGS	
<b>63 Operating Type:</b>	(1) Load Factor (LF)
<b>64 Operating Rating:</b>	60.0 tons
<b>65 Inventory Type:</b>	(1) Load Factor (LF)
<b>66 Inventory Rating:</b>	36.0 tons
<b>Truck Capacity Type I:</b>	tons
<b>Truck Capacity Type II:</b>	tons
<b>Truck Capacity Type III:</b>	tons
<b>Truck Capacity Type IV:</b>	tons

POSTINGS	
<b>41 Posting Status:</b>	(A) Open, No Restriction
<b>Signs Posted Cardinal:</b>	No
<b>Signs Posted Non-Cardinal:</b>	No
<b>Field Postings Gross:</b>	-1 tons
<b>Field Postings Type I:</b>	-1 tons
<b>Field Postings Type II:</b>	-1 tons
<b>Field Postings Type III:</b>	-1 tons
<b>Field Postings Type IV:</b>	-1 tons

## Inspection Report with SI&A Data

12: Re Concrete Deck									
Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
SQ.FT	29,066.66	27,322.66	94%	1,744	6%	0	0%	0	0%
Deck has some exposed aggregate and longitudinal and transverse cracks.									

520: Conc Re Prot Sys									
Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
SQ.FT	29,066.66	27,322.66	94%	1,744	6%	0	0%	0	0%

7358: DO NOT USE Concrete Cracking									
Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
SQ.FT	1,647.18	0	0%	1,647.18	100%	0	0%	0	0%
Deck has some exposed aggregate and longitudinal and transverse cracks.									

7359: DO NOT USE Concrete Efflorescenc									
Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
SQ.FT	10.76	10.76	100%	0	0%	0	0%	0	0%
Deck has some exposed aggregate and longitudinal and transverse cracks.									

107: Steel Opn Girder/Beam									
Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
FT	3,366.99	0	0%	3,366.99	100%	0	0%	0	0%
Structural steel is rusting in many places. Paint is failing.									

## Inspection Report with SI&A Data

515: Steel Protective Coating									
Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
FT	0.3	0.3	100%	0	0%	0	0%	0	0%

205: Re Conc Column									
Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
EACH	20	20	100%	0	0%	0	0%	0	0%
< none >									

215: Re Conc Abutment									
Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
FT	190	188	99%	2	1%	0	0%	0	0%
Minor cracks. The west abutment breastwall has some scaling toward the north side. The protection systems at the abutments (reinforced earth walls at the west abutment and concrete slope protection at the east abutment) have minor cracks and deterioration.									

234: Re Conc Pier Cap									
Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
FT	317	317	100%	0	0%	0	0%	0	0%
< none >									

### Inspection Report with SI&A Data

**303: Assem Jnt With Seal**

Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
FT	190	0	0%	186	98%	0	0%	4	2%

Joints are leaking on the downhill side of the curve. Joints are partially filled with dirt. There is a 3 ft.-4 ft. section of the modular joint #1 broken out with an adjacent 8 in. deep pothole.

**311: Moveable Bearing**

Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
EACH	28	0	0%	28	100%	0	0%	0	0%

Bearings are rusting at the exterior beams.

**515: Steel Protective Coating**

Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
EACH	0.09	0.09	100%	0	0%	0	0%	0	0%

**313: Fixed Bearing**

Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
EACH	14	0	0%	14	100%	0	0%	0	0%

Bearings are rusting at the exterior beams.

**515: Steel Protective Coating**

Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
EACH	0.09	0.09	100%	0	0%	0	0%	0	0%

### Inspection Report with SI&A Data

**331: Re Conc Bridge Railing**

Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
FT	980	480	49%	500	51%	0	0%	0	0%

Extensive minor cracking in the barrier wall.

**STRUCTURE NOTES**

-Freedom Way runs from south to north, Airport to the south and Phillips Lane to the north. NW and NKHL 10/17/12  
 -2010 (CID 101046) project included: 1.) full depth patches, 2.) new 3/8" epoxy-urethane waterproofing overlay, and 3.) replacement of assembly joints over the abutments with strip seals. NW and NKHL 10/17/12

**INSPECTION NOTES**

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**WORK**

**Action:** 1047 - Joints-Replace

Joints replaced with strip seal joints prior to the 2012 inspection.

Generated by ddudgeon on 10/25/2010 - Joints are leaking on the downhill side of the curve. Joints are partially filled with dirt. There is a 3' section of the modular joint #1 broken out with an adjacent 8" deep pothole. Joints and pothole should be repaired.

## Inspection Report with SI&A Data

**Structure Description:** 490.23 Foot - 5 Span Steel continuous Stringer/Multi-beam or Girder  
**2 District:** 05    **3 County:** Jefferson    **16 Latitude:** 38°11'23.00"    **7 Longitude:** 85°44'26.00"  
**7 Facility Carried:** STANDIFORD FIELD    **Milepoint:** 0.300  
**6A Feature Intersected:** I-264 E/W, RAMPS F4, CD2  
**9 Location:** JCT FREEDOM WAY AND I264

NBI	X
Element	X
Fracture Critical	
Underwater	
Special	

Structure Description: 490.23 Foot - 5 Span Steel continuous Stringer/Multi-beam or Girder

NBI CONDITION RATINGS			
<b>58 Deck:</b>	7	<b>61 Channel:</b>	N
<b>59 Superstructure:</b>	7	<b>62 Culvert:</b>	N
<b>60 Substructure:</b>	7	<b>Sufficiency Rating:</b>	99.1

GEOMETRIC DATA		
<b>48 Max Length Span:</b>		129.370 ft
<b>49 Structure Length:</b>		490.229 ft
<b>32 Approach Roadway:</b>		-3.281 ft
<b>33 Median:</b>		(0) No Median
<b>34 Skew:</b>		45°
<b>35 Flare:</b>		No Flare
<b>50A Curb/Sidewalk Width L:</b>		0.000 ft
<b>50B Curb/Sidewalk Width R:</b>		0.000 ft
<b>47 Horiz. Clearance:</b>		55.774 ft
<b>51 Width Curb to Curb:</b>		-3.281 ft
<b>52 Width Out to Out:</b>		59.292 ft
<b>48 Max Length Span:</b>		129.370 ft

DESIGN	
<b>Substandard:</b>	No
<b>Fracture Critical:</b>	Not Coded
<b>43A Main Span Material:</b>	(4) Steel Continuous
<b>43B Main Span Design:</b>	(02) Stringer / Girder
<b>45 Number of Spans Main:</b>	5
<b>44A Approach Span Material:</b>	Not Applicable
<b>44B Approach Span Design:</b>	Not Applicable
<b>46 Number of Approach Spans:</b>	0
<b>107 Deck Type:</b>	(1) Concrete-Cast-in-Place
<b>108A Wearing Surface:</b>	(5) Epoxy Overlay
<b>108B Membrane:</b>	(0) None
<b>108C Deck Protection:</b>	(1) Epoxy Coated Reinforcing
<b>Overlay Y/N:</b>	No
<b>Overlay Type:</b>	None
<b>Overlay Thickness:</b>	-1.000 in
<b>Overlay Date:</b>	

ADMINISTRATIVE		
<b>27 Year Built:</b>		1988
<b>106 Year Reconstructed:</b>		0
<b>42A Type of Service On:</b>		(1) Highway
<b>42B Type of Service Under:</b>		(1) Highway
<b>37 Historical Significance:</b>		(5) Not Eligible
<b>21 Custodian:</b>		(01) State Hwy Agency
<b>22 Owner:</b>		(01) State Hwy Agency
<b>101 Parallel Structure:</b>		(N) No II Structure Exists
<b>52 Width Out to Out:</b>		59.292 ft

APPRAISAL	
<b>36A Bridge Railings:</b>	(1) Meets Standards
<b>36B Transitions</b>	(1) Meets Standards
<b>36C Approach Guardrail:</b>	(1) Meets Standards
<b>36D Approach Guardrail Ends:</b>	(1) Meets Standards
<b>71 Waterway Adequacy:</b>	(N) Not Applicable
<b>72 Approach Alignment:</b>	(8) Equal Desirable Crit
<b>113 Scour Critical:</b>	(N) Not over Waterway
<b>Recommended Scour Critical:</b>	(N) Not over Waterway

CLEARANCES		
<b>10 Vert. Clearance:</b>		20.997 ft
<b>53 Min. Vert. Clearance Over:</b>		99.999 ft
<b>54A Vert. Under Reference:</b>		(H) Hwy beneath struct.
<b>54B Min. Vert. Underclearance:</b>		16.749 ft
<b>55A Lateral Under Reference:</b>		(H) Hwy beneath struct.
<b>55B Min. Lat. Underclearance R:</b>		12.000 ft
<b>56 Min. Lat. Underclearance L:</b>		11.500 ft
<b>10 Vert. Clearance:</b>		99.999 ft

LOAD RATINGS	
<b>63 Operating Type:</b>	(1) Load Factor (LF)
<b>64 Operating Rating:</b>	60.0 tons
<b>65 Inventory Type:</b>	(1) Load Factor (LF)
<b>66 Inventory Rating:</b>	36.0 tons
<b>Truck Capacity Type I:</b>	tons
<b>Truck Capacity Type II:</b>	tons
<b>Truck Capacity Type III:</b>	tons
<b>Truck Capacity Type IV:</b>	tons

POSTINGS	
<b>41 Posting Status:</b>	(A) Open, No Restriction
<b>Signs Posted Cardinal:</b>	No
<b>Signs Posted Non-Cardinal:</b>	No
<b>Field Postings Gross:</b>	-1 tons
<b>Field Postings Type I:</b>	-1 tons
<b>Field Postings Type II:</b>	-1 tons
<b>Field Postings Type III:</b>	-1 tons
<b>Field Postings Type IV:</b>	-1 tons

## Inspection Report with SI&A Data

12: Re Concrete Deck									
Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
SQ.FT	29,066.66	27,322.66	94%	1,744	6%	0	0%	0	0%
Deck has some exposed aggregate and longitudinal and transverse cracks with efflorescence on the bottom.									

520: Conc Re Prot Sys									
Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
SQ.FT	29,066.66	27,322.66	94%	1,744	6%	0	0%	0	0%

7358: DO NOT USE Concrete Cracking									
Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
SQ.FT	1,647.18	0	0%	1,647.18	100%	0	0%	0	0%
Deck has some exposed aggregate and longitudinal and transverse cracks with efflorescence on the bottom.									

7359: DO NOT USE Concrete Efflorescenc									
Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
SQ.FT	10.76	10.76	100%	0	0%	0	0%	0	0%
Deck has some exposed aggregate and longitudinal and transverse cracks with efflorescence on the bottom.									

107: Steel Opn Girder/Beam									
Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
FT	3,367	0	0%	3,367	100%	0	0%	0	0%
Structural steel is rusting in many places. Paint is failing.									

## Inspection Report with SI&A Data

515: Steel Protective Coating									
Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
FT	0.3	0.3	100%	0	0%	0	0%	0	0%

205: Re Conc Column									
Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
EACH	20	20	100%	0	0%	0	0%	0	0%

215: Re Conc Abutment									
Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
FT	241	239	99%	2	1%	0	0%	0	0%
<p>Minor cracks. The west abutment breastwall has some scaling toward the north side. There are numerous cracks and spalls at the west expansion joint in the top of the backwall and the armored edge is cracked at the south spall. The largest spall amounts to a 2 ft. x 8 in. x 6 in. deep pothole in the riding surface. The top of the east abutment backwall has minor cracks and initial deterioration. The protection systems at the abutments (reinforced earth walls at the west abutment and concrete slope protection at the east abutment) have minor cracks and deterioration.</p>									

234: Re Conc Pier Cap									
Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
FT	317	317	100%	0	0%	0	0%	0	0%

## Inspection Report with SI&A Data

303: Assem Jnt With Seal									
Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
FT	190	0	0%	190	100%	0	0%	0	0%
Joints are leaking on the downhill side of the curve. Joints are partially filled with dirt.									

311: Moveable Bearing									
Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
EACH	28	0	0%	28	100%	0	0%	0	0%
Bearings are rusting at the exterior beams.									

515: Steel Protective Coating									
Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
EACH	0.09	0.09	100%	0	0%	0	0%	0	0%

313: Fixed Bearing									
Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
EACH	14	0	0%	14	100%	0	0%	0	0%
Bearings are rusting at the exterior beams.									

515: Steel Protective Coating									
Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
EACH	0.09	0.09	100%	0	0%	0	0%	0	0%

## Inspection Report with SI&A Data

### 331: Re Conc Bridge Railing

Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
FT	1,013	0	0%	1,013	100%	0	0%	0	0%

Extensive minor cracking in the barrier wall.

### STRUCTURE NOTES

-Freedom Way runs from south to north, Airport to the south and Phillips Lane to the north. NW and NKHL 10/17/12  
 -2010 (CID 101046) project included: 1.) full depth patches, 2.) new 3/8" epoxy-urethane waterproofing overlay, and 3.) replacement of assembly joints over the abutments with strip seals. NW and NKHL 10/17/12

### INSPECTION NOTES

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### WORK

**Action:** 1062 - Paint-Structural

Generated by ddudgeon on 03/03/2009 - Structural steel is rusting in many places. Paint is failing and needs repainting. Concur (RM, TK, & TH - 11/13/2014)

## Inspection Report with SI&A Data

**Structure Description:** 490.23 Foot - 5 Span Steel continuous Stringer/Multi-beam or Girder

**2 District:** 05      **3 County:** Jefferson      **16 Latitude:** 38°11'23.00"      **7 Longitude:** 85°44'26.00"

**7 Facility Carried:** STANDIFORD FIELD

**Milepoint:** 0.300

**6A Feature Intersected:** I-264 E/W, RAMPS F4, CD2

**9 Location:** JCT FREEDOM WAY AND I264

NBI	X
Element	
Fracture Critical	
Underwater	
Special	

**Structure Description:** 490.23 Foot - 5 Span Steel continuous Stringer/Multi-beam or Girder

NBI CONDITION RATINGS			
<b>58 Deck:</b>	7	<b>61 Channel:</b>	N
<b>59 Superstructure:</b>	7	<b>62 Culvert:</b>	N
<b>60 Substructure:</b>	7	<b>Sufficiency Rating:</b>	96

GEOMETRIC DATA		
<b>48 Max Length Span:</b>		129.370 ft
<b>49 Structure Length:</b>		490.229 ft
<b>32 Approach Roadway:</b>		-3.281 ft
<b>33 Median:</b>		(0) No Median
<b>34 Skew:</b>		45°
<b>35 Flare:</b>		No Flare
<b>50A Curb/Sidewalk Width L:</b>		0.000 ft
<b>50B Curb/Sidewalk Width R:</b>		0.000 ft
<b>47 Horiz. Clearance:</b>		55.774 ft
<b>51 Width Curb to Curb:</b>		-3.281 ft
<b>52 Width Out to Out:</b>		59.292 ft
<b>48 Max Length Span:</b>		129.370 ft

DESIGN	
<b>Substandard:</b>	No
<b>Fracture Critical:</b>	Not Coded
<b>43A Main Span Material:</b>	(4) Steel Continuous
<b>43B Main Span Design:</b>	(02) Stringer / Girder
<b>45 Number of Spans Main:</b>	5
<b>44A Approach Span Material:</b>	Not Applicable
<b>44B Approach Span Design:</b>	Not Applicable
<b>46 Number of Approach Spans:</b>	0
<b>107 Deck Type:</b>	(1) Concrete-Cast-in-Place
<b>108A Wearing Surface:</b>	(5) Epoxy Overlay
<b>108B Membrane:</b>	(0) None
<b>108C Deck Protection:</b>	(1) Epoxy Coated Reinforcing
<b>Overlay Y/N:</b>	No
<b>Overlay Type:</b>	None
<b>Overlay Thickness:</b>	-1.000 in
<b>Overlay Date:</b>	

ADMINISTRATIVE		
<b>27 Year Built:</b>		1988
<b>106 Year Reconstructed:</b>		0
<b>42A Type of Service On:</b>		(1) Highway
<b>42B Type of Service Under:</b>		(1) Highway
<b>37 Historical Significance:</b>		(5) Not Eligible
<b>21 Custodian:</b>		(01) State Hwy Agency
<b>22 Owner:</b>		(01) State Hwy Agency
<b>101 Parallel Structure:</b>		(N) No II Structure Exists
<b>52 Width Out to Out:</b>		59.292 ft

APPRAISAL	
<b>36A Bridge Railings:</b>	(1) Meets Standards
<b>36B Transitions:</b>	(1) Meets Standards
<b>36C Approach Guardrail:</b>	(1) Meets Standards
<b>36D Approach Guardrail Ends:</b>	(1) Meets Standards
<b>71 Waterway Adequacy:</b>	(N) Not Applicable
<b>72 Approach Alignment:</b>	(8) Equal Desirable Crit
<b>113 Scour Critical:</b>	(N) Not over Waterway
<b>Recommended Scour Critical:</b>	Unknown

CLEARANCES		
<b>10 Vert. Clearance:</b>		20.997 ft
<b>53 Min. Vert. Clearance Over:</b>		99.999 ft
<b>54A Vert. Under Reference:</b>		(H) Hwy beneath struct.
<b>54B Min. Vert. Underclearance:</b>		16.749 ft
<b>55A Lateral Under Reference:</b>		(H) Hwy beneath struct.
<b>55B Min. Lat. Underclearance R:</b>		12.000 ft
<b>56 Min. Lat. Underclearance L:</b>		11.500 ft
<b>10 Vert. Clearance:</b>		99.999 ft

LOAD RATINGS	
<b>63 Operating Type:</b>	(1) Load Factor (LF)
<b>64 Operating Rating:</b>	60.0 tons
<b>65 Inventory Type:</b>	(1) Load Factor (LF)
<b>66 Inventory Rating:</b>	36.0 tons
<b>Truck Capacity Type I:</b>	tons
<b>Truck Capacity Type II:</b>	tons
<b>Truck Capacity Type III:</b>	tons
<b>Truck Capacity Type IV:</b>	tons

POSTINGS	
<b>41 Posting Status:</b>	(A) Open, No Restriction
<b>Signs Posted Cardinal:</b>	No
<b>Signs Posted Non-Cardinal:</b>	No
<b>Field Postings Gross:</b>	-1 tons
<b>Field Postings Type I:</b>	-1 tons
<b>Field Postings Type II:</b>	-1 tons
<b>Field Postings Type III:</b>	-1 tons
<b>Field Postings Type IV:</b>	-1 tons

### Inspection Report with SI&A Data

:									
Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
			%		%		%		%

STRUCTURE NOTES
-Freedom Way runs from south to north, Airport to the south and Phillips Lane to the north. NW and NKHL 10/17/12 -2010 (CID 101046) project included: 1.) full depth patches, 2.) new 3/8" epoxy-urethane waterproofing overlay, and 3.) replacement of assembly joints over the abutments with strip seals. NW and NKHL 10/17/12

INSPECTION NOTES
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WORK		
<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 10%;"><b>Action:</b></td> <td style="padding-left: 10px;">-</td> </tr> </table>	<b>Action:</b>	-
<b>Action:</b>	-	